



Minutes City Council's Transportation & Affordable Housing Committee March 27, 2007

Minutes of the City Council's Transportation & Affordable Housing Committee held on Tuesday, March 27, 2007, 3:00 p.m., in the 3rd Floor Conference Room, Tempe City Hall, 31 E. 5th Street, Tempe, Arizona.

Committee Members Present:

Councilmember Shana Ellis, Chair
Vice Mayor Hut Hutson

City Staff Present:

Carlos de Leon, Dep Pub Wrks Mgr
Craig Hittie, Housing
Jan Hort, City Clerk
Gregg Kent, Light Rail
Jayson Matthews, TCC
Jyme Sue McLaren, Dep Pub Wrks Mgr
Bonnie Richardson, Principal Planner
Larry Schmalz, Principal Planner
Elizabeth Thomas, Neighborhood Svcs Spec
Robert Yabes, Principal Planner

Guests Present:

David Carey, Bridge to Independent Living
Don Cassano, Transportation Commission
John Farry, Valley METRO
Brian Frank, ASU Student
Carla Kuhn, Valley METRO
P.F. Leyva, Citizen
Marty McNeil, Valley METRO
Kuryanis Phung, ASU Student
Jeff Rifkin, ASU Student
Emily Ryan, Capitol Consulting/AMA
Wes Walker, ASU Student

Councilmember Shana Ellis called the meeting to order at 3:06 p.m.

Agenda Item 1 – Public Appearances

None.

Agenda Item 2 – Affordable Housing In-Lieu Fee

This item was continued.

Agenda Item 3 – LRT Safety Campaign

John Farry, METRO Light Rail, stated that vehicle testing on Washington Street began this week. Vehicles will be running on their own power at a low speed next week.

- Project is 56% complete.
- More than 16 miles of track have been installed.
- Vehicles are being assembled in Phoenix at METRO's Operations and Maintenance Center (OMC). About 12 trains have arrived and all 50 trains will be ready for service December, 2008.
- Milestones:
 - April 2007 - Dynamic testing will begin
 - May 2007 – Arrival and testing of 2 to 3 vehicles per month for 6 to 7 months
 - November 2007 - Systems/Facility Contractors will be selected
 - March 2008 – Expansion of test area west to 25th and Washington/Jefferson
 - May through August 2008 – Expansion of test area to full system integration testing
- All components are tested, vehicles are then accepted. Integrated testing goes beyond test track and involves systems to systems, and systems to civil interfaces. At end of process, receive System Safety Certification.
- Trains are being built at OMC.
- Safety is top priority, and all 50 trains will be dynamically tested to ensure technical specifications are achieved.
 - Early vehicles will take more time for software/hardware modifications.
 - Vehicles are monitored via computer to check acceleration, braking, etc.
 - Sandbags are used to simulate 200 people on the train.
- Track will be tested with police protection at intersections, and verification of radio communication at each intersection.
- Most testing will be done between SR143 and SR202. Intersections with cross streets along Washington will be closed before running.

Marty McNeil, Communications Manager, METRO Light Rail, continued:

- Plan development to raise awareness
 - benchmark with Salt Lake City, Dallas, Houston and Minneapolis
 - recommendations from former FTA Safety and Security administrator
 - review by Rail Staff Working Group and Rail Management Committee
 - public information officers from member cities and RPTA
- Goals
 - raise awareness
 - educate people who use the area about light rail safety
 - communicate METRO's commitment to safety
 - test and refine campaign messages and products in preparation of integrated systems testing in 2008
- Campaign activities
 - one-on-one meetings with stakeholders
 - door hangers/mailings one-half mile in all directions
 - strategic use of news media
 - advertising in magazines, papers and billboards
 - safety presentations

- take-home materials for children
- safety materials
- posters, inserts and articles to reach customers
- Measuring Outcomes
 - track meetings, presentations and mailings
 - surveys

Agenda Item 4 – Downtown Tempe Transportation Center Update

Bonnie Richardson presented an update of the Downtown Tempe Transportation Center:

- Project location – 5th and College
- Project integrates land use, transit and public art.
- First floor
 - retail space to invigorate the plaza, i.e. deli, coffee shop, flower shop, ticket counter.
 - secured interior bike station for parking, 2000 sq. ft. area for showers and lockers.
 - agreement with ASU to assist with some operation funding and students to work in bike station.
 - possible participation by a bike shop owner.
 - rental bikes
 - connectivity with existing bike stations in other cities for use of any other station.
- Second floor
 - service areas, conference areas, lunch room
 - transit office space, using modular interior office spaces to reduce lighting, heat, air
 - flexibility for other uses in the future
 - community room has movable partitions, sliding windows
 - sculpture garden with recycled glass walls lit by LED lighting from below to modify colors
- Third Floor
 - traffic control room tied into ADOT
 - potential office lease of 7,000 to 8,000 sq. ft.
 - patio
 - screens for keeping the heat out
- Spring 2008 completion
- Budget of \$24.5M
- Groundbreaking on September 16, 2007
- Archeological discoveries on the site
 - approximately 179 inhumations and cremations found; archeologists recovered 200,000 artifacts
 - adobe structures
 - Hayden Canal
 - estimated occupation from 500 A.D. to 1425 – 1450 when Hohokam left the area
- Strategies for design of the building
 - goal to reduce energy by 60%, water by 70% to 90%, construction waste by 90%
 - improvement of working environment improves productivity and employee health
 - encourage alternate transportation
 - life cycle costing – cost effective green building
 - Anticipate Leadership in Energy and Environmental Design (LEED) – Gold rating
 - first instructional recycled signage program in nation
 - load reduction strategies and efficient systems produce a 52% reduction, or \$48K per year savings which will increase over time

- First gray water system in the City expected to save about 20M gallons
- Arid green roof collects water
- "Green Touch Screen" collects real time data about energy use in the building; tool for education, connected to website
- Documentary film, "Greening the City"

Ms. Richardson continued that bus bays on College will be eliminated, except for high usage. There will also be a bus transfer area on campus at the light rail platform on Rural. Staff is working with ASU to get shuttle service. Bus Route #30 will still operate on University. The Red Line as currently configured will cease since it replicates the light rail and will be replaced with another route.

Agenda Item 6 – East Valley Bus Operations & Maintenance Facility Update

Robert Yabes summarized the East Valley Bus Operations and Maintenance Facility (EVBOM):

- joint project with Tempe, Scottsdale and Valley Metro
- located at the juncture of 52nd Street and Rio Salado Parkway
- will service 250 buses with 600 employees, 110,000 sq. ft, 24 acres.
- will include a L/CNG fueling facility for buses, as well as the City's fueling facility
- Leadership in Energy and Environmental Design (LEED) Gold and Silver ratings
- construction to begin on administration/maintenance on August 16, 2007
- grand opening scheduled for October 22, 2007
- project on schedule and on budget

Mr. Yabes continued that the facility will also house "lost and found" for buses operating in Tempe.

Agenda Item 5 – Quiet Zone Update

Robert Yabes defined a railroad quiet zone as a section of rail line that contains one or more consecutive public crossings at which locomotive horns are not routinely sounded. The Railroad Quiet Zone project for Tempe includes nine crossings from First Street to Price Road on the railroad corridor along Mill Avenue and Apache Boulevard. The consulting firm of Gannett-Fleming, Inc., was hired to develop recommendations for mitigation. A draft report has been submitted and staff is currently reviewing those recommendations and contacting property owners affected by the project. Staff will seek approval of proposed quiet zone solutions with property owners, businesses and residents whose access might be affected by the proposed railroad crossing measure. After approval by the affected parties, a Notice of Intent to create a quiet zone will be filed on May 15th with the Federal Railroad Administration (FRA). This should be completed by late summer assuming funding is approved by Council.

Councilmember Ellis noted that this project is currently on the unfunded list.

Carlos de Leon responded that the quiet zone initially began as a project for Fifth Street from prior funding for that portion. As it has expanded to meet the railroad's requirements, staff submitted an additional request for \$500K, based on the most recent analysis. Some funds will be coming from Mosaic (a private developer).

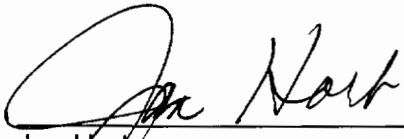
Agenda Item 7 – Future Agenda Items

- Affordable Housing In-Lieu Fee

- Operations and Maintenance Agreement

Meeting adjourned at 4:15 p.m.

Prepared by: Connie Krosschell
Reviewed by: Carlos de Leon



Jan Holt
City Clerk